APPENDIX G

Technical and Policy Guidelines

USE OF THESE GUIDELINES

Local jurisdictions are required to comply with standards set forth in the Alameda County Congestion Management Agency's (CMA) *Congestion Management Program* (CMP). These *Technical and Policy Guidelines* are intended to assist jurisdictions in complying with such standards. The guidelines are organized as follows:

- LOS monitoring;
- Transportation demand management;
- Land use analysis;
- Deficiency plan preparation; and
- Countywide Transportation Demand Modeling.

These Guidelines supplement the CMP and supercede requirements contained in all previous Programs and Guidelines, and will continue to be updated periodically to reflect new guidance adopted by the CMA Board.

1. LOS MONITORING

Background and Purpose

"LOS" (LOS) is a term used to describe traffic conditions on a given roadway. LOS takes into account variables such as travel speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, safety, road volume and road capacity.

Setting LOS standards for the CMP transportation system provides a tool to analyze the impacts of land use changes on the system and to measure one aspect of system performance—congestion. If performance falls below the standard discussed below, local jurisdictions are required to restore or improve the LOS.

Responsibility

By November of each year, the CMA is required to determine whether local jurisdictions are in compliance with the CMP. LOS monitoring is required only for segments operating at LOS C, D, E or F unless the local jurisdiction requires otherwise.

Jurisdictions may use CMA's LOS monitoring, or may conduct their own LOS monitoring. If a jurisdiction assumes responsibility for monitoring LOS on their roads or if Caltrans assumes responsibility for monitoring LOS on the freeway system, the following methodology should be used. *Note*: The results of the 2006 LOS monitoring efforts, and a complete description of the methodology for data collection and analysis, are included in the 2006 LOS Monitoring Program[1].

Methodology

Measuring LOS is based on average travel speed, using the "floating car" technique consistent with the *Manual of Traffic Engineering Studies*[2]. This method involves defining the checkpoints for each roadway segment, collecting travel time data, computing travel speeds and comparing average speeds with the LOS speed ranges specified in the 1985 *Highway Capacity Manual*[3]. The relationship between LOS and average travel speed is shown in Table 5 of the CMP.

Defining Roadway Segments

To ensure comparability of results for conformance determination purposes, LOS monitoring must be based on the roadway network segments established in the most current CMP. In cases where compelling reasons exist, local jurisdictions may request changes to network definition. The CMA and Alameda County Technical Advisory Committee (ACTAC) must approve such a change before LOS monitoring begins.

Monitoring Frequency

The Alameda County CMA surveys the entire CMP-network every four years (or two monitoring cycles) to determine if LOS A and B segments are experiencing more congestion. The ACCMA monitors segments operating at LOS C, D, E or F biennially, and has the option of including segments experiencing LOS A and B during this biennial monitoring.

2. TRANSPORTATION DEMAND MANAGEMENT

Background and Purpose

TDM focuses on "demand-related" strategies designed to reduce the need for new highway facilities over the long term and to make the most efficient possible use of existing facilities. TDM also incorporates

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[1] *2006 LOS Monitoring*document is available at the CMA offices and electronically at www.accma.gov.

[2] Paul C. Box and Joseph C. Oppenlander, *Manual of Traffic Engineering Studies,* 4th edition (Arlington, VA: Institute of Transportation Engineers, 1976).

[3] Transportation Research Board, Special Report 209, *Highway Capacity Manual,* (Washington, D.C.: Transportation Research Board, 1985)

strategies to integrate air quality planning requirements with transportation planning and programming. Based on state law, [4] the purpose of the TDM Element in the CMP is to:

- Promote alternative transportation methods, including but not limited to carpools, vanpools, transit, bicycles and park-and-ride lots;
- Promote improvements in the balance between jobs and housing;
- Promote other strategies, including but not limited to flexible work hours, telecommuting and parking management programs; and
- Consider parking cash-out programs.[5]

The CMA and Bay Area Air Quality Management District (BAAQMD) are required to coordinate the development of trip-reduction responsibilities and avoid duplication of responsibilities between agencies. However, cities and other local jurisdictions can establish their own TDM programs that go beyond the CMA and BAAQMD strategies, but they cannot require employers to implement an employee trip-reduction program unless the program is required by federal law.[6]

Elements of a TDM Program

The TDM program includes four elements:

- Required Program. Mandates that local jurisdictions adopt and implement guidelines for site design that enhance transit, pedestrian and bicycle access.
- Countywide Program. Includes actions by the CMA to support the efforts of local jurisdictions.
- Regional Program. Includes actions by Metropolitan Transportation Commission (MTC), BAAQMD and Caltrans to meet areawide needs.
- Comprehensive Program. Recognizes the role of the private sector TDM opportunities.

Compliance with the Required Program

Mandatory compliance with the Required Program can be satisfied in one of three ways:

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[4] California Government Code Section 65089 (b) (3).

[5] A parking cash-out program is defined as an employer-funded program under which an employer offers to provide a cash allowance to an employee equivalent to the parking subsidy that the employer would otherwise pay to provide the employee with a parking space.

[6] Section 40929, added to the Health and Safety Code by SB 437 (Lewis) states: 40929 (a) Notwithstanding Section 40454, 40457, 40717, 40717.1, or 407717.5, or any other provision of law, a district, congestion management agency, as defined in subdivision (b) of Section 65099.1 of the Government Code, or any other public agency shall not require an employer to implement an employee trip reduction program unless the program is expressly required by federal law and the elimination of the program will result in the imposition of federal sanctions, including, but not limited to, the loss of federal funds for transportation purposes. (b) Nothing in this section shall preclude a public agency from regulating indirect sources in any manner that is not specifically prohibited by this section, where otherwise authorized by law.

- Adopt "Design Strategies for Encouraging Alternatives to Auto Use through Local Development Review," prepared by Association of Bay Area Governments (ABAG) and the BAAQMD;
- Adopt new design guidelines that meet the individual needs of the local jurisdictions and the intent of the goals of the TDM Element; or
- Provide evidence that the jurisdiction's existing policies and programs meet the intent of the TDM Element goals.

The Design Strategies Checklist found in Appendix D has been prepared for jurisdictions choosing to satisfy this requirement using the second or third option, above. This checklist identifies the components of a strategy that should be included in a local program to meet the CMP conformity requirements.

Local jurisdictions must provide proof of compliance annually in September prior to the November CMA Board meeting in which conformity is determined. (Note: See Table 18 for other conformance and monitoring schedule requirements).

3. LAND USE ANALYSIS PROGRAM

Background and Purpose

The purpose of the CMP Land Use Analysis Program is to:

- Ensure that local land use and regional transportation facility decisions are consistent;
- Assess the impacts of development in one community on other communities; and
- Promote information sharing between local governments when the decisions made by one jurisdiction may have an impact on another.

Tier I Projects

Reporting Requirements

Tier I projects are categorized as Tier I (a) and Tier I (b). A General Plan Amendment (GPA) is a Tier I(a) project and any Large-Scale Project Consistent with the General Plan[7] is a Tier I(b) project. Jurisdictions must report all Tier I projects to the CMA for regional transportation analysis.

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7 In February 1995, The CMA adopted the following policy for addressing Tier I (b) projects:

> That all NOPs of Environmental Impact Reports be forwarded to the CMA for comparison with the 100-trip p.m. peak threshold and, if exceeded, the CMA will review and comment including requests for consideration of transportation impacts and mitigation measures to Metropolitan Transportation System facilities in the same manner as the current policy for general plan amendments.

Throughout the year, local jurisdictions are to forward to the CMA all Notices of Preparation (NOP) and draft, supplemental and final environmental documents with specified information on Tier I (a) and Tier I (b) projects with one exception: NOPs for Tier I (b) projects, for which a negative declaration is being prepared, do not need to be forwarded to the CMA. All supporting documentation and relevant data should be provided to the CMA within the initial scoping period specified by the California Environmental Quality Act (CEQA).

Submittal Requirements

Local jurisdictions must submit the land development application (study report/site plan for the proposed project or GPA) to the CMA, including:

- Description and map of the project location;
- Location of proposed street access and relationship to the Metropolitan Transportation System (MTS) roadway system;[8]
- Traffic studies prepared for the project;
- Description of proposed uses (single-family or multi-family dwelling units, low-income senior housing units, etc.);
- Quantification of the uses such as the number of dwelling units, number of stories of multiple story buildings, square feet of commercial use, number of employees by job types (manufacturing, retail, service, etc.);
- Expected occupancy date (year), or, if a multi-phase project, the expected occupancy dates for each phase; and
- Degree of completion (e.g. occupancy) by the CMP Capital Improvement Program (CIP) target year.[9]

Model Requirements

The CMA reviews transportation analyses of proposed land developments that require a general plan amendment and/or an environmental impact report. The CMA determines whether the proposed development would result in 100 additional p.m. peak hour trips. If so, the CMP Land Use Analysis Program requires the jurisdiction to conduct a traffic analysis of the project using the Countywide Transportation Demand Model.

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[8]California Government Code requires that the Land Use Analysis Program assess the impacts of land development on "regional transportation systems." In the Bay Area, the regional transportation system is defined as the Metropolitan Transportation System (MTS), which has been officially designated by the Metropolitan Transportation Commission as part of its implementation of the 1991 federal Intermodal Surface Transportation Efficiency Act. Therefore, a distinction is made between the CMP roadway network that is used for LOS Monitoring of existing conditions (see Chapter 3, Level Of Service Standards) and the MTS system used for the CMP Land Use Analysis Program to determine impacts to the regional transportation system in the future. (By using the MTS for the Land Use Analysis Program, impacts on the CMP-network system will continue to be identified, since the latter is a subset of the MTS.)

[9]The CMP CIP target year is the last year covered in the five-year Capital Improvement Program for a given CMP. For example, the 2007 CMP target year would be 2012/13.

The Countywide Model has been updated to Projections 2005 for base year 2000 with horizon years 2005, 2015 and 2030[10]. Local jurisdictions are responsible for conducting the model runs themselves or through a consultant. The Countywide model is available to the local jurisdictions for this purpose. A letter must be submitted to the CMA requesting use of the model and describing the project. A copy of a sample letter agreement is available from the CMA upon request

Jurisdictions must address all potential impacts of the project on the Metropolitan Transportation System (MTS) roadway and transit systems. The ACCMA does not have a policy for determining a threshold of significance for CMP requirements. Rather, it is expected that professional judgment will be applied to determine project level impacts.

- **Tier I (a) and (b) Land Development Application.** The local jurisdiction or their consultant must model forecasts for study horizon years 2010 and 2025 traffic volume-to-capacity ratios and traffic volumes. The CMA will use the forecasts to determine whether the proposal exceeds the trip-generation threshold—defined as 100 or more additional p.m. peak-hour trips over what is generated by the current land use designation for Tier I (a) and by the existing land uses for Tier I (b).
- **Tier I (a) GPAs and Large-Scale Projects Consistent with the General Plan.** If the 100 p.m. peak-hour trip-generation threshold is exceeded, local jurisdictions or their consultants must model the impact of the project (and a "no project" scenario) on the MTS roadway system for study horizon years 2010 and 2025.
- **Tier I (a) or (b) Projects**. If the 100 p.m. peak-hour trip-generation threshold is not exceeded, the CMA will write a letter of exemption to the local jurisdiction.

The local jurisdiction must send a copy of the final decision/notice of determination to the CMA within 14 days of application approval. The data will be incorporated into the Countywide Transportation Demand Model's land use database, thus keeping it current.

Tier II Projects

Biennially, the CMA analyzes Tier II projects based on new land use projections issued by ABAG. Projections 2007 was most recently released by ABAG.. The CMA will soon update the countywide model database to Projections 2007. Local jurisdictions have 60 days after receiving the projections in which to provide input on how their respective ABAG projections will be distributed by Countywide Transportation Demand Model traffic analysis zones (TAZs). Then the CMA will incorporate this information into the updated Countywide Transportation Demand Model.

Other Programs to Reduce Congestion

Two programs, supported by the CMA, should be considered by local jurisdictions as additional ways to comply with the CMP Land Use Analysis Program.

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[10] The Countywide Transportation Demand Model is updated following ABAG's issuance of new land use projections, usually every two years.

Financial Incentives

As part of the terms of approval and/or developer agreements, financial incentive programs can help reduce traffic congestion. Employee-oriented financial incentives such as parking cash-out programs have proven to be successful in encouraging single-occupant drivers to choose other commute alternatives. For example, under this program, an employer offers to provide a cash allowance equivalent to the parking subsidy that the employer would otherwise pay to provide the employee with a parking space. Such a program applies to employers of 50 or more persons in air basins designated as "nonattainment" areas.[11]

Guaranteed Ride Home Program

The Guaranteed Ride Home program, sponsored by the CMA, ensures that any employee at participating worksites using alternative modes of travel can get home in case of an emergency. This program works in conjunction with other transportation demand management programs to reduce the number of drive-alone work trips made in Alameda County. The program is open to any Alameda County employer with 100 or more employees and provides employees who carpool, vanpool, use public transportation, bike or walk to work a free ride home in the event of an emergency or unexpected overtime. By alleviating employees' fears about being "stranded" at work, the program provides a strong incentive for them to leave their cars at home and instead use carpools, vanpools or public transit to get to work.

4. DEFICIENCY PLAN GUIDELINES

Background and Purpose

Deficiency Plans are a way for jurisdictions to remain in compliance with the CMP. This process is initiated when LOS for a segment of road deteriorates below the established standard set forth in the California Government Code Section 65089 (b)(1)(B), as follows:

> *In no case shall the LOS standards for roads established be below the LOS E or at the current level, whichever is further from LOS A. When the LOS on a segment or at an intersection fails to attain the established LOS standard, a Deficiency Plan shall be adopted pursuant to Section 65089.4.*

Deficiency Plans should always be developed with consideration of the countywide transportation planning process, including forecasts of travel needs and planned capital improvements. Likewise, existing deficiencies should always influence future countywide transportation planning and programming decisions. If the Deficiency Plan involves system-wide improvements, CMA staff, transit agencies, the BAAQMD, and the California Department of Transportation may also be involved.

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[11] Section 43845 of the Health and Safety Code. The EPA determines whether air basins are in attainment.

Deficiency Identification

Biennially, the CMA identifies potentially deficient roadway segments based on LOS monitoring. Only trips originating inside Alameda County in the p.m. peak period are included in determining LOS conformity. The CMA also allows several types of travel to be removed from the determination, including:

- Interregional travel;
- Construction, rehabilitation, or maintenance of facilities that impact the system;
- Freeway ramp metering;
- Traffic signal coordination by the state or a multi-jurisdictional agency;
- Traffic generated by the provision of low and very low income housing;
- Traffic generated by high-density residential development within one-fourth mile of a fixed rail passenger station; and
- Traffic generated by any mixed use development located within one-fourth mile of a fixed rail passenger station; and if more than half of the land area or floor area of the mixed use development is used for high density residential housing.

In some cases, several jurisdictions are required to participate in a multi-jurisdictional Deficiency Plan process pursuant to Section 65089.4 (e) (1-3).

Process Overview

When the LOS on a given CMP-network segment deteriorates below the established state standard, the responsible jurisdictions(s) must prepare a Deficiency Plan, or forego additional gasoline tax subventions (pursuant to Section 2105 of the Streets and Highways Code). The CMA Board determines whether a jurisdiction is required to prepare a Deficiency Plan at their November Board meeting. The jurisdiction must prepare a Deficiency Plan by the following November Board meeting to prevent its forfeiting of additional gasoline tax subventions.

The Deficiency Plan process allows a local jurisdiction to choose one of two types of Deficiency Plans.

- **Simple Deficiency Plan**. Focusing on the deficient segment, the local jurisdiction develops a list of improvements necessary to meet LOS standards, and estimates the costs and implementation schedule of the proposed improvements. For a simple Deficiency Plan, measures to meet minimum LOS on the deficient segment do not have to be drawn from the BAAQMD list nor approved by the BAAQMD.
- **Multipurpose Deficiency Plan**. A more complex Deficiency Plan may be required when a deficient segment cannot be improved to meet LOS standards. The jurisdiction must designate the segment as deficient, and develop and implement actions to measurably improve the overall LOS and contribute to significant air quality improvements. Such actions may not necessarily directly pertain to or have a measurable impact on the deficient segment itself but must show system-wide improvement. The plan should also contain an estimate of the costs of the proposed improvements, programs or actions.

For these types of plans, the BAAQMD has developed a list of actions which are considered beneficial for air quality and congestion management. Jurisdictions may include actions other than those on this list, provided the BAAQMD reviews and approves the list prior to plan adoption. The most current BAAQMD list of actions should always be consulted.

Note: A local jurisdiction may request, at any time while preparing a Deficiency Plan, that the conflict resolution process be instituted to resolve disputes, as necessary, and as set forth in the CMP.

Plan Development and Approval

Required Components

The scope of a Deficiency Plan should match the severity of the problem. Extreme deficiencies will need more significant actions; minor deficiencies need only minor actions. Action plans must be incorporated into future CMP documents. State law requires a Deficiency Plan contain and address the following:

- **Introduction and Setting**. A short description of the facility, including a map showing its location.
- **Deficiency Analysis**. The deficiency must be analyzed and described in terms of likely causes and the magnitude of the deficiency assessed.[12]
- **Screening of Actions**. An array of suitable actions should be evaluated at a sketch-planning level for potential effects on system-wide traffic congestion and air quality (traffic operations analyses or model forecasts may be required).
- **Suitable Actions**. Selected actions meant to remedy the specific deficiency should be detailed. If actions are considered which are intended to improve LOS on the CMP-network, those actions—listed in the BAAQMD guidelines and other actions identified and approved by the BAAQMD—should be given a suitability assessment.
- **Implementation**. A detailed implementation plan should be developed, including description of the selected actions, anticipated costs, related funding sources and schedule.

Suitable Implementation Actions

Implementation actions fall into one of two categories:

- **Mitigation of Deficiency**. These types of improvements are designed to directly mitigate the specific deficiency such as highway, transit and other mode improvements.
- **Improve Air Quality/LOS**. The second types of actions are intended to provide measurable improvements to air quality and LOS, in cases where deficiencies cannot be mitigated directly.

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[12] The magnitude of the deficiency shall be defined as:

> The capacity constraint that prevents a roadway from operating at its appropriate level of speed. When biennial data become available through the LOS monitoring program, facility specific data on the relationship between volume and speed will allow for better definition of the magnitude of the deficiencies.

Updates

To facilitate the process, the CMA Board will accept minor updates to Deficiency Plans. The affected jurisdictions(s) may submit a notice to the CMA stating the reason for and content of the update. The CMA Board will approve or reject the request for the update. Should the CMA Board reject the request, the existing Deficiency Plan will remain in place.

Review and Evaluation

An acceptable Deficiency Plan will contain all of the required components listed above and will be evaluated on the following technical criteria:

- Completeness as required in California Government Code Section 65089.5;
- Appropriateness of the Deficiency Plan actions in relation to the magnitude of the deficiency;
- Reliability of the funding sources;
- Ability to implement the proposed actions (including jurisdictional control issues); and
- Reasonableness of the implementation plan schedule.

CMA staff and ACTAC members will review the draft Deficiency Plan. These groups will coordinate with the local jurisdiction (when the jurisdiction desires) to develop a Deficiency Plan acceptable to that jurisdiction and to the CMA. In the case of a multi-jurisdictional Deficiency Plan, the CMA staff and ACTAC will coordinate with the affected local jurisdictions, upon request.

Adoption

A final plan must be adopted by the affected local jurisdiction(s) at a noticed public hearing no later than 90 days following written notification of the annual conformance findings of the CMA Board (presently scheduled to occur at the November CMA Board meeting). The CMA Board will approve or reject a Deficiency Plan within 60 days of receipt of the Deficiency Plan from the local jurisdiction(s).

Jurisdictional Participation

Jurisdictions may be involved in two types of Deficiency Plans.

Single-Jurisdiction Deficiency Plan

If a deficient segment is entirely in one jurisdiction and all other jurisdictions contribute less traffic than is identified in the multi-jurisdictional Deficiency Plan process (discussed below), then the deficiency should be addressed through a local single-jurisdiction Deficiency Plan.

Multi-Jurisdictional Deficiency Plan

If a deficient segment crosses jurisdictional boundaries, borders two jurisdictions or if conditions in other jurisdictions contribute significantly[13], the deficiency must be addressed through a multi-jurisdictional Deficiency Plan pursuant to Section 65089.4 (e) (1-3).

Monitoring

Annually, the CMA will monitor implementation of the Deficiency Plans prior to the annual conformance determination (currently scheduled for November), to establish whether:

- They are being executed according to the schedule detailed in the implementation plan; or
- Changes have occurred that require modifications of the original Deficiency Plan or schedule.

Jurisdictions that have prepared and are implementing a Deficiency Plan must prepare annual status report updates for the November Board meeting. Cooperating jurisdictions that did not prepare the Deficiency Plan must also review the annual status report updates and submit a letter to the CMA stating they are in concurrence with the annual update from the lead jurisdiction. This information is required for the Board to make a determination at its November meeting whether the jurisdictions are in conformance with the CMP.

Compliance

Once the action plan identified in the Deficiency Plan is implemented, the local jurisdiction determines whether a measurable improvement in LOS has occurred or whether the plan needs to be further updated. Evaluation of the action plan may result in recommended changes to other elements of the CMP, such as the Capital Improvements Program or Travel Demand Management Element.

A jurisdiction which is either not implementing the actions or not adhering to the stated schedule in the approved Deficiency Plan may be found in non-conformance, if the deficiency still exists.

5. COUNTYWIDE TRANSPORTATION DEMAND MODEL

Background and Purpose

California Government Code requires that every Congestion Management Agency, in consultation with the regional transportation planning agency (MTC in the San Francisco Bay Area), cities and the County, develop a Countywide Transportation Demand Model. The purpose of this requirement is to establish a uniform technical basis for analysis and to assist local agencies in assessing the impacts of new development on the regional transportation system.

[13] A significant contribution is defined as one that contributes 10% or more of the volume of traffic in that segment.

Description of the Countywide Transportation Demand Model

The nine-county San Francisco Bay Area region and areas surrounding the Bay Area are included in the travel demand model. Within Alameda County, the Countywide Transportation Demand Model is based on and incorporates refinements to MTC's traffic analysis zone (TAZ) system.

Model Adequacy

The most recent update to the model was completed in March 2007. The model has been tested and validated for 2000 conditions. The validation procedure compared the model outputs to observed traffic volumes and transit ridership data. During validation, adjustments were primarily made to model inputs, such as the road network and base year land uses, rather than calibrated parameters such as trip generation rates or distribution factors. Based on the model calibration, MTC consistency check, and the model validation, the following conclusions were made:

- The countywide model is generally consistent with the MTC model in terms of numbers and types of trips, distribution between the Bay Area Counties, and travel modes
- The model estimates reasonable numbers of vehicles and transit riders to and from Alameda County
- The countywide model estimates 2000 base year traffic on most screen lines and major regional facilities at a level of accuracy sufficient to support evaluation of peak hour traffic patterns on the CMP network; for example, select link analysis.

The model will be further refined, at least biennially, as part of the requirements to update the database to the latest ABAG Projections database. Further, it will be updated using the land use information and network characteristics that will be submitted periodically to the CMA by local jurisdictions as part of the land development impact analysis process of the CMP.

Applications of the Countywide Model

The Countywide Model provides information to analyze operating conditions on any segment of the Alameda County roadway and transit system. Specifically, it can produce countywide information for 2000 base year with study horizon years of 2005, 2015 and 2030[14]. It can be used to estimate existing and future operating conditions on the CMP roadway system such as:

- Land use impacts and mitigation measures related to the CMP Land Use Analysis Program;
- The effect of projects proposed in the CMP Capital Improvement Program;
- Recommended actions or mitigation measures for Deficiency Plans; and
- Forecasting operating conditions on specific roadway segments.

[14] The base years and horizon years are generally updated every two years with the Countywide Transportation Demand Model update.

Traffic Analysis for Proposed Projects

When a proposed project appears to generate at least 100 p.m. peak hour trips over existing conditions, the CMP Land Use Analysis Program requires the sponsoring local jurisdiction to submit land use data to enable the CMA to conduct a traffic analysis of the project using the Countywide Transportation Demand Model. (See discussion in Section 3, Land Use Analysis Program, Model Requirements.) Potential impacts of the proposed project on the MTS would need to be addressed in the draft Environmental Impact Report.

Use of Countywide Transportation Demand Model

Since1998, local jurisdictions have been responsible for conducting model runs themselves or through a consultant.[15] The Countywide Model is available to local jurisdictions to run travel demand models through formal request. Before the Model can be released to the jurisdiction or its' consultant, a letter (signed by representatives from the jurisdiction and its consultant, if applicable) must be submitted to the CMA for each project, requesting use of the model and describing the project (sample of Model Agreement letter is available upon request).

The CMA Countywide Transportation Demand Model may be used for the following CMP-related uses:

- Forecasting of operating conditions on roadway segments;
- Local land use analysis testing and updating consistent with the current CMP Land Use Analysis Program requirements; and
- Testing of mitigation measures or Deficiency Plan recommendations.

Countywide Model documentation, Traffic Analysis Zones, plots of the roadway network and traffic volume plots are available at the CMA website at
http://www.accma.ca.gov/pages/HomeCongestionMgmt.aspx

CMP Annual Conformity Findings

Jurisdictions, therefore, need to submit information to the CMA demonstrating they are in compliance with the following:

- Land Use Analysis Program
- TDM Site Design Checklist
- Deficiency Plan or Update (for some jurisdictions, as discussed above)
- Payment of Annual Fees to CMA

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[15] The Countywide Transportation Demand Model must be consistent with, to the greatest extent possible, MTC's modeling methodology and databases and the Countywide Transportation Demand Model for Compatibility Checklist.

The CMA reviews the draft conformity findings at each October Board meeting. The City's compliance with the Tier II Land Use Analysis Program depends on providing this information by the November CMA Board meeting. If the jurisdiction is not in conformance by the November CMA Board meeting, it could jeopardize its gas tax funding.

State Requirements

While the CMA does not have the authority to approve or deny local developments, it may find the local jurisdiction in non-conformance with the Land Use Analysis Program requirement of the CMP. At the time of the finding, the CMA would provide recommendations for corrective actions.

If after 90 days of notification, the local jurisdiction is still in non-conformance with the Land Use Analysis Program requirement of the CMP, the CMA is required to provide notice to the California Transportation Commission and the State Controller. The notice includes the reasons for the finding and evidence that the CMA correctly followed procedures for making the determination. The State Controller would then withhold the non-conforming jurisdiction's increment of subventions from the fuel tax made available by Proposition 111, and the jurisdiction will not be eligible to receive funding for projects through the federal Surface Transportation Program and Congestion Mitigation & Air Quality Program. If within the 12-month period following the receipt of a notice of non-conformance, the CMA determines that the city or county is in conformance with the Land Use Analysis requirement of the CMP, the withheld Proposition 111 funds will be released. If after the 12-month period the city or county has not conformed, the withheld Proposition 111 funds will be released to the CMA for projects of regional significance included in the CMP or a deficiency plan.